

ITEM	13
MANAGER'S REPORT NO.	37
COUNCIL MEETING	1982 05 31

RE: LETTER FROM B.H. BUCHANNON, 5588 MEADEDAL DRIVE, BURNABY, B.C., V5B 2E8,  
W. GOTTSCHAU, 5585 MEADEDAL DRIVE, BURNABY, B.C., V5B 2G1, J.M. ROSS,  
5521 PARKER STREET, BURNABY, B.C. V5B 1Z9 AND PETITIONERS  
EXCESSIVE TRAFFIC ON PARKER/CURTIS STREETS

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 82 05 27  
FROM: DIRECTOR ENGINEERING  
SUBJECT: EXCESSIVE TRAFFIC ON PARKER/CURTIS STREETS

RECOMMENDATION:

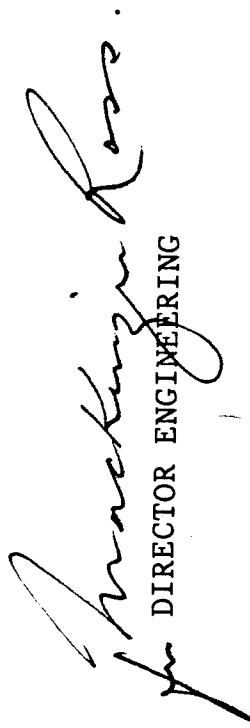
1. THAT a copy of this report together with attachments be sent to B.H. Buchannon, 5588 Meadedale Drive, Burnaby, B.C., V5B 2E8 and W. Gottschau, 5585 Meadedale Drive, Burnaby, B.C., V5B 2G1 and J.M. Ross, 5521 Parker Street, Burnaby, B.C., V5B 1Z9

REPORT:

The subject of traffic on the Parker/Curtis alignment together with the proposed widening of Parker Street at Holdom Avenue was contained in a Traffic Safety Committee report considered by Council at its meeting of 1982 May 25.

Attached for the information of Council is a copy of that report.

HB:sp

  
DIRECTOR ENGINEERING

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THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

EXCERPT

4. Intersection of Holdom Avenue and Curtis/Parker Streets

Recommendations:

- (a) "That the previously approved widening of Parker Street immediately west of Holdom Avenue be reaffirmed.
- (b) That no barricades be erected on Curtis Street at Duthie Avenue."

R E P O R T

Mr. B.H. Buchannon, 5588 Meadedale Drive, Burnaby, B.C., V5B 2E8, appeared as a delegation before the Traffic Safety Committee on 1982 April 20 expressing concern about the planned improvements to the intersection of Holdom Avenue and Parker/Curtis Streets.

The Traffic Safety Committee at that time, referred the matter back to staff to review and report on the defined use of Curtis/Parker Streets within the context of its designation in the Conceptual Transportation Plan for Burnaby, and also to investigate the feasibility of placing a barricade on Curtis Street at Duthie Avenue.

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The report of the Director Engineering in response to this matter reads as follows:

"The Curtis/Parker Street corridor between Boundary Road and Sperling Avenue has been designated as a Major Collector (residential) under the Council adopted Comprehensive Transportation Plan for Burnaby. The entire length of this designated section has been constructed to a finished curb standard. The section from Boundary Road to Holdom Avenue is an 11 metre (36 feet) width except for the approaches to the Willingdon Avenue intersection where the width has been expanded to 14 metres (46 feet) to allow for a two lane approach and departure. The remaining finished section between Holdom and Sperling Avenue has a width between curbs of 13.4 metres (44 feet).

While the Curtis/Parker Streets corridor has only been classified as a Major Collector (residential) between Boundary Road and Sperling Avenue it does extend in a straight line eastward to connect to Gaglardi Way. The major portion of this extension is improved only to a 6 metre (20 foot) interim paved standard.

From traffic counts taken in 1980 December and 1982 January we know that the Curtis/Parker Streets corridor is not only carrying the traffic that it is intended to but is also carrying substantial volumes of commuter traffic that should rightly be travelling on a Provincial arterial. As an example, up to 36% of the volume on Parker Street west of Holdom Avenue would appear to be traffic coming up Gaglardi Way. This traffic will hopefully in the future be diverted to a new Hastings Street extension. However, we must face the fact that this is not going to happen for some time and this traffic will continue to increase and to use the Curtis/Parker corridor. Such volumes as those existing even today are forcing themselves into two lane approaches at the captioned intersection. With the existing pavement width on the eastbound approach this traffic is limited to nine foot lane widths. For safety reasons we require a minimum of ten feet but preferably eleven feet before we will stripe a lane line.

Even were we able to eliminate those commuters now entering the subject corridor from Gaglardi Way the continuing growth in the Phillips Avenue area which will be tributary to Curtis Street, will bring traffic to sufficient volumes to justify two lane approaches at all signalized intersections, particularly during peak periods. For this reason we feel that the road should be widened at this time to provide a safe two lane approach and departure. Such a policy of widening the approaches at signalized intersections along designated major collector routes would follow Council's directives that the use of traffic management techniques be used to encourage traffic on collector streets to keep to these routes rather than find shortcuts. In the case of this particular location we have already received complaints from residents along the Meadedale/Howard Avenues route that potential eastbound right turners at Holdom Avenue are becoming frustrated with delays and are using their streets as shortcuts to get back to Holdom Avenue at Halifax Street. As an example, on our count in 1980 October, 382 or 25% of the 16:00 - 18:00 hour eastbound Parker Street approach traffic turned right at Holdom Avenue.

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At the Traffic and Safety Committee meeting the question was raised on the feasibility and effect of placing a barricade on Curtis Street in alignment with the west property line of Duthie Avenue.

Eastbound traffic of course would probably continue eastward until the last opportunity to use the corridor which would be at the intersection of Cliff Avenue where they could turn either right or left. The shorter route to access the corridor again would be via Cliff Avenue, Union Street, and Duthie Avenue.

Westbound traffic could probably return via the previously mentioned route. Some traffic may elect to continue north to Hastings Street but access would be difficult during rush hours. It is our opinion that very little traffic would go south to the Loughheed Highway.

In summary, any traffic barricade placed on Curtis Street would only disperse these high volumes of traffic to adjacent minor uncontrolled residential streets resulting in possible speeding and a definite increase in traffic accidents.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the previously approved widening of Parker Street immediately west of Holdom Avenue be reaffirmed.
- (ii) THAT no barricades be erected on Curtis Street at Duthie Avenue."